

Frequently Asked Questions: Circle C Tract 110

Questions from CCHOA Town Hall on June 18, 2026

Transportation

1. What studies have been completed that look at the traffic backups during Kiker start and end of school that also look at the impact of the feeder streets: Galsworthy and Gorham Glen.

A Zoning Transportation Analysis (ZTA) was completed and approved by City staff as part of the zoning process. A full Traffic Impact Analysis (TIA) will be completed at the time of site development permit and will review all traffic patterns at peak and off-peak travel times.

2. The original HOA covenant restricted ingress/egress on Dahlgreen. Who specifically approved overriding this?

The Circle C HOA Board approved the amendment to the private restrictive covenant to remove the Dahlgreen access restriction and replace it with the South Bay extension prohibition.

3. What is the expected level of daily and weekend traffic resulting from the retail exposure of this project?

Retail traffic was not analyzed as it is not anticipated to be part of this project. Should it be included, this would be analyzed at the time of site development permit.

4. Have you modeled a service road extension on MoPac, from the La Crosse south entrance ramp to the South Bay crossover bridge with a north and south entrance/exit into the Tract 110 development. Discuss in detail changes in cost between this and plan to put entrance and exit on Dahlgreen.

All improvements to Mopac right-of-way require TXDOT review and approval. Formal coordination with TxDOT is handled at the time of site development permit. However, we did meet with TxDOT on Thursday July 9, 2026. TxDOT indicated a consent decree is in place between TxDOT and Save Our Springs (SOS) Alliance that prohibits any additional access to Mopac. Further, there is not adequate spacing along Mopac to allow for an additional driveway.

5. What is the methodology used to measure traffic volume and impact for the Tract 110 development on current Circle C roads?

Per nationwide industry standard practice, all traffic estimates and impacts are assembled using the Institute of Transportation Engineer's (ITE) Trip Generation Handbook.

6. Discuss in detail the impact on travel time on current Circle C roads, specific to peak volume time, for the Tract 110 development.

Such detailed level of analysis is not conducted at the time of zoning per City of Austin requirements. A detailed TIA will be performed at the time of site development permit in accordance with the City of Austin Transportation Criteria Manual.

7. The combination of the proposed Tract 110 development and the ongoing MoPac South expansion is expected to result in increased traffic activity along the MoPac corridor serving Circle C and neighboring communities, with potential impacts related to both traffic volumes and traffic noise. While I understand that sound barriers are typically the responsibility of transportation agencies rather than private developers, has Stratus considered working with the appropriate agencies and stakeholders regarding potential traffic and noise mitigation measures for nearby residential neighborhoods? Specifically, could Stratus support or participate in discussion regarding the future construction of a sound barrier wall south of the La Crosse Avenue overpass, similar to the wall that currently exists north of the overpass and serves the same residential area? In addition to traffic noise, I would appreciate understanding how the project team is evaluating and addressing the anticipated increase in traffic on local roadways servicing Circle C, particularly considering nearby schools, school traffic, pedestrians, cyclists, and exiting neighborhood congestion during peak hours.

Stratus will participate in discussions regarding improvements to Mopac, within TxDOT right-of-way at the time of site development permit. Please note that only one access point on Mopac (at South Bay) is permitted (see Question #4 above). Regarding traffic studies, a Zoning Transportation Analysis (ZTA) was completed and approved by City staff as part of the zoning process. A full Traffic Impact Analysis (TIA) will be completed at the time of site development permit and will review all traffic patterns at peak and off-peak travel times. Because of the distance between existing residential and Mopac, sound barriers are not contemplated at this location.

8. Why is it necessary to allow access to the neighborhood via South Bay and Dahlgreen? Can't you have access points to the development via MoPac?

Mopac is a controlled access roadway which means all access points are controlled by TxDOT. Please note that only one access point on Mopac (at South Bay) is permitted (see Question #4 above). Review of the ZTA by City of Austin staff resulted in the requirement of a minimum of two (2) access points to the property. Because no additional access points on Mopac are allowed per TxDOT, secondary access must be taken from either South Bay or Dahlgreen. Austin

Transportation and Public Works staff confirmed that a minimum of two vehicular access points will be required on Tract 110 for the currently-entitled office project, as well as the proposed multifamily project.

9. Given the majority of the homeowners are opposed to removing the Dahlgreen prohibition in the Development Agreement, would Stratus consider withdrawing this request from the current zoning application? We understand this could result in a remand back to the Commission; however, there are significant safety concerns regarding elementary school students if Dahlgreen Avenue were opened to through traffic.

The feedback for the second required access point has been split between the Dahlgreen driveway and the South Bay roadway extension. Given coordination with CCHOA and Austin Transportation and Public Works, Stratus is proceeding with the secondary access on Dahlgreen.

10. If Stratus is not able to remove this request (see question 9 above), could you please explain the rationale? Additionally, we would like to understand why alternative, safer options for a secondary entrance have not been fully explored.

Review of the ZTA by City staff resulted in the requirement of a minimum of two (2) access points to the property. The project has explored options to have two points of access on South Bay Lane, however, unless South Bay Lane is extended to connect to the existing South Bay Lane within Circle C, such access points would not qualify as two separate points of access because they both ultimately funnel to one singular driveway to Mopac. Please note that only one access point on Mopac (at South Bay) is permitted (see Question #4 above). Therefore, it is necessary to add a driveway to Dahlgreen in order to satisfy the City requirement for two points of access.

11. Homeowners within 200 feet of Tract 110 B1 were not included in protesting the zoning application. However, Tract 110 B1 would be affected if the Dahlgreen prohibition is removed. This appears inconsistent, and there are concerns about whether affected homeowners interests are being adequately considered. Can you explain how this discrepancy can be addressed or rectified?

Tract 110 B1 was not included in the initial rezoning request. We will be requesting a small modification to the rezoning boundary to include a 0.294-acre portion of Tract 110 B1 along Dahlgreen in order to map the secondary vehicular access point.

12. What does Stratus think is the ideal intersection at South Bay and Mopac? Does Stratus' preferred intersection change whether or not South Bay goes through?

The design and construction on the South Bay and Mopac intersection will be determined by TxDOT at the time of site development permit. Stratus has no

bearing on what TxDOT or the City will approve so an “ideal intersection” is inapplicable.

13. Has TxDOT or other any government entities ruled out a traffic light on Mopac and South Bay? What is the specific reasoning they’ve cited?

The intersection of Mopac and South Bay will be reviewed at the time of Site Development Permit. TxDOT’s priority has been to remove all traffic signals on Mopac.

14. Is an unobstructed crossing (where all drivers cross at their own risk) at South Bay absolutely ruled out? This is the option that would minimize dollars spent by either TxDOT or Stratus, and it’s also the most dangerous possible configuration.

The Mopac crossing at South Bay is controlled entirely by TxDOT. Because it is currently an open crossing, it will likely remain an open crossing. More detailed discussions with TxDOT will occur at the time of site development permit related to how the proposed development will interact with Mopac. Please note that only one access point on Mopac (at South Bay) is permitted (see Question #4 above). The ZTA that was completed per the requirements of the City of Austin includes potential mitigation measures for the intersection of Mopac and South Bay.

15. Who will bear financial responsibility for building acceleration and deceleration lanes on Mopac into and out of the development? Does this change whether or not South Bay goes through?

Stratus will bear financial responsibility for building acceleration and deceleration lanes on Mopac into and out of the development regardless of what happens with South Bay. Stratus will also be required to fund any additional improvements required based on the results of the Traffic Impact Analysis (TIA)

16. If there were to be a bridge, grade change, or flyover, who would be responsible for paying for it? If Stratus had that responsibility, would they build it and under what circumstances?

Any proposed modifications to the intersection of Mopac and South Bay would be discussion directly with TxDOT because it is a TxDOT-controlled intersection. The proposed project is subject to the City’s Street Impact Fee (SIF) ordinance and other applicable State Laws related to financial responsibility with regard to offsite transportation improvements.

17. What is the specific impediment (the person, organization, and/or regulation) to having ONLY one or two entrances/exits on Mopac? (Note: There are other apartment complexes in the area with hundreds of units that only exit to one direction on Mopac, however these are on the Mopac frontage road, not Mopac proper).

Mopac is an access-controlled roadway and all curb cuts are controlled by TxDOT. Per TxDOT, only one access point on Mopac (at South Bay) is permitted (see Question #4 above).

18. Is Stratus committed to the Left In-Right Out configuration at the Dahlgreen exit? Specifically, will left turns out of the development onto southbound Dahlgreen be blocked for certain? Additionally, will right turns into the development from northbound Dahlgreen be blocked?

Yes, Stratus committed to the Left In-Right Out configuration on Dahlgreen. See Exhibit A (attached) for the proposed driveway on Dahlgreen to Tract 110.

19. At what stage in the planning and building process would the additional traffic on Dahlgreen to Lacrosse trigger a change to the Lacrosse/Dahlgreen intersection (eg, require a light, additional turn lane, protected turn)? Who makes that decision, when, and if a change is required, who is responsible for paying? Additionally, what metrics would be considered?

During the Site Development Permit process, a full traffic study (TIA) will be conducted. If changes to the Dahlgreen/LaCrosse intersection are warranted, it will be included and detailed in the City of Austin TIA Approval Memo. Stratus would be obligated to construct the improvements prior to obtaining a certificate of occupancy.

20. If the Circle C community and HOA support it, will Stratus be willing to advocate for an extension of South Bay to MoPac and a traffic signal at South Bay and MoPac to allow for traffic to utilize the existing crossover to provide northbound MoPac access as currently required under the Development Agreement?

Yes, we can commit to supporting the advocacy of a signalized intersection at Mopac and South Bay, however this will not be fully addressed until the time of site development permit. Due to the requirements of the ZTA, a valid secondary access point must be determined at the time of zoning because roadway access is included in the existing zoning ordinance and development agreement which is resulting in the Dahlgreen connection.

21. The original building was for 65K sqft commercial. How will the infrastructure, particularly traffic, support the increased load of 1,000 apartments.

Per the Development Agreement, Tract 110 is allocated 651,000 square feet of office space. As detailed in the presentation, 651,000 square feet of office space generates more traffic than 1,000 apartment units.

22. What kind of assessment will be used between each building phase when it comes to traffic and environmental impact? How would the community be able to give their own input or have a chance to review those assessments?

A TIA will be required at the time of site development permit. An Environmental Resource Inventory will also be completed at the time of site development permit. Any member of the public is welcome to register with the City of Austin as an “interested party” and receive updates during the site development permit process.

23. Is there the potential for Stratus to look at a safer entrance/exit that would parallel Dahlgreen slightly to the east? There are 2-parcels of land that would need to be figured out how to make it work. Specifically the tract currently owned by the CDC.
Stratus looked extensively at making these connections, however the owners of those properties were not amenable to allowing a connection.
24. What year was the traffic study completed, what assumptions were used, and did it specifically evaluate the current elementary school drop-off and pick-up operations?
The ZTA was completed on June 25, 2025 and evaluated the traffic impact and trip generation of a 1,000-unit multifamily development. A TIA will be required at the time of site development permit and will review all traffic patterns at peak and off-peak travel times. School drop-off and pick-up operations are not evaluated as part of a ZTA.
25. The trip-count comparison showing multifamily generates fewer trips than the entitled office use comes from the applicant. Has the City independently verified the Zoning Transportation Analysis, and does it account for peak school drop-off/pickup on the surrounding roads?
Yes, the City has reviewed and approved the ZTA. At the time of site development permit, the City will also review the TIA and issue requirements for traffic mitigation.
26. Was a safety/geometric review of the Dahlgreen connection performed before the access prohibition was recommended for removal or will it occur only after the prohibition is gone?
This level of analysis is not conducted at the time of zoning per City of Austin requirements. A detailed TIA will be performed at the time of site development permit in accordance with the City of Austin Transportation Criteria Manual.
27. Why against you building on southwest portion of Tract 110 adjacent to 45? No Dahlgreen or South Bay issue then.
The southern and southwestern portions of Tract 110 contain environmentally sensitive waterways, buffers, and floodplain areas where development is not permitted.
28. What analysis demonstrates the gated Dahlgreen access will not create cut through or short cutting traffic on interior neighborhood streets?

Exhibit A below depicts the proposed driveway design on Dahlgreen with the restricted left-in/right-out layout. This driveway will only be accessible for ingress/egress from residents of the property and emergency services vehicles.

29. Can someone state in clear terms what it means to “remove the requirement to construct South Bay”. Does that mean that they will amend the agreement to say that South Bay will never be modified from its current state?

Correct. This would eliminate the requirement for the developer to build South Bay. Because it was eliminated from the Austin Strategic Mobility Plan (ASMP), the only way this would be constructed would be if the City were to construct the road.

30. What communications did Stratus have with TXDOT about Tract 110? We can see from our HOA minutes that Stratus was conferring with TXDOT.

Stratus has met with TxDOT on multiple occasions, including most recently on July 9, 2026, regarding proposed and funded improvements along Mopac. During these discussions, Stratus informed TxDOT of its intent to rezone and develop up to 1,000 residential units. TxDOT advised the possible necessity of a deceleration lane and an acceleration lane, however exact requirements would be studied and established at the time of site development permit. Additionally per these discussions, please note that only one access point on Mopac (at South Bay) is permitted (see Question #4 above).

31. Would Stratus be agreeable to voiding the amendment to the restrictive covenant relating to Dahlgreen if another access point were feasible?

Stratus will continue to work with the CCHOA Board as it relates to any amendment to the restrictive covenant.

Environmental/Impervious Cover

32. Previous information releases have indicated only a small percentage of Tract 110 will have impermeable cover placed on it. What is the total number of acres that will have any development done to it, and how much of the Tract 110 will be left exactly as it is today.

The currently undeveloped portion of Tract 110 is 190.94 acres. Of this area, per the Development Agreement, development (impervious cover) is limited to 16.38 acres (8.6%). The remaining 174.56 acres of Tract 110 will be left in its natural, undeveloped state.

33. How will Stratus develop 1,000 units with parking garages and still stay in compliance with the impervious cover limits on this property?

The proposed project will comply with the existing 16.38-acre impervious cover limitation imposed by the Development Agreement. The ultimate project design

will be compliant with the maximum allowable impervious cover; a site development permit cannot be approved if it exceeds the allowable impervious cover or other site development regulations.

34. This area is valued not only for its homes, but also for its mature trees, wildlife habitat, natural drainage features, and undeveloped character. What percentage of exiting mature trees, open space, and natural features will be preserved?

Of the total 190.94 acres, only 16.38 acres (8.6%) will be developed. Therefore, the remaining 174.56 acres of Tract 110 will be left in its natural state. A tree survey and analysis will be performed at the time of site development permit.

35. Water Quality -Tract 110 sits over the Edwards Aquifer Recharge Zone in the Barton Springs/Slaughter Creek watershed, where the SOS Ordinance caps impervious cover at 15%. ZAP approved up to 16.38 acres of impervious cover on ~67 acres — roughly 24%. How is that reconciled with the SOS limit, and has a Water Pollution Abatement Plan been reviewed by TCEQ?

The 16.38 acre limitation is for the entire 190.94 acres that remain undeveloped for Tract 110. The 16.38 acres of impervious cover represents 8.6% of impervious cover for the Tract. The remaining 174.56 acres of Tract 110 will be left in its natural state. The 67.38 acres referenced here is the portion of Tract 110 that is being rezoned and does not reflect the total Tract 110 acreage.

36. State law (SB 840) explicitly preserves the City's authority to enforce water-quality rules. Will the City commit to applying the full SOS Ordinance and recharge-zone standards to whatever gets built here, regardless of who owns it?

City code and the Development Agreement are in place to ensure that any development on Tract 110 complies with applicable rules and regulations, including SOS water quality.

37. Circle C is already a heavily built area. The extension of Circle C in the Clayton area, near 1826. Avanya has produced heavy traffic; kids are everywhere, we need more green space, park for kids. This needs to be discussed.

Tract 110 is limited to 8.6% impervious cover, meaning that 174.56 acres of the full 190.94 acres will be left in its natural state. Should a residential project be built, trails will also be built on the property to connect to the existing network through the neighborhood and beyond, see Exhibit C below.

38. Please explain how you determined that this project is in compliance with SOS and AEGB requirements.

Compliance with SOS is a requirement of the Development Agreement, which includes the impervious cover limitation on Tract 110 today of approximately 8.6%. The SOS impervious cover limitation on Tract 110 per City code is 15%. We are not proposing to amend our current limitation of 8.6% which complies with

(and is less than) City code. Compliance with the City's Austin Energy Green Building (AEGB) program is a requirement of the Development Agreement and will be a requirement at the site development and building permit processes.

Development Agreement

39. Is Circle C a party of the Bradley settlement agreement/development agreement and does the board have to agree to any zoning changes that change the Bradley settlement?

No. Tract 110 is not part of the Bradley Settlement Agreement; it is instead subject to a Development Agreement between the City of Austin and Circle C Land Corp (aka, Stratus Properties). The Circle C HOA is not a party to this agreement, nor does the HOA have authority over the agreement. The HOA also does not have to agree with or recommend zoning changes. Zoning requests are subject to approval by City Council.

40. Please explain how Stratus and the City intend to address the density allocation deficit. The Development Agreement does not provide a mechanism to convert square footage to residential living units. What formula are you applying?

Commercial use intensity is measured in square feet and residential use intensity is measured by unit count. We are removing the currently entitled 651,000 square feet of net rentable office space and permitting 1,000 residential units. The impervious cover, height and setbacks are not changing. This is only a change of the use allowed within the permissible building envelope.

41. The version of the 4th amendment to the Development Agreement in our possession mentions affordable housing for some of the units, is that still on the table or not?

Yes. The City will likely remove the affordable housing requirement from the Development Agreement amendment. The commitment to provide affordable housing as part of the Tract 110 project has been memorialized in a private restrictive covenant with HomeBase, the non-profit affordable housing consulting arm of Austin Habitat for Humanity.

42. The number of multifamily units is almost 2000 in the 4th amendment, please explain as we have heard "up to 1000 units".

The amendment is proposing 1,000 multifamily residential units. There is a category in the Development Agreement for residential units and for multifamily residential units. Each multifamily unit that is developed also takes a residential unit thus the 1,000 units is memorialized in both locations.

The development of Multi-Family Residential units consumes Development Allocations in both the Residential and the Multi-Family Residential Use Categories, i.e., for each Multi-

Family Residential unit developed on the Land, there must be a Development Allocation of one Residential unit and one Multi-Family Residential unit for the Multi-Family Residential unit being developed. For the purpose of Development Allocations, each residential duplex structure shall be treated as two single-family residential living units.

43. What are the “residential 2,766 living units” referenced in the 4th amendment?
The current amendment is reflective of the remaining residential units, plus 1,000 multifamily units.
44. The 2002 agreement allocated a finite number of residential units across Circle C and prohibited multifamily on this tract. Who is legally required to consent to amend it — the commercial property owners' group, the HOA, both? Has that consent been obtained, and can the City show us the documentation?
Stratus and the City Council must agree to amend the Development Agreement. The Development Agreement amendment will be posted for approval at the same City Council meeting as the rezoning application. The commercial property owners group nor the HOA are a party to the agreement and no consent is required from either for this amendment.

School Capacity and/or Enrollment

45. How many elementary, middle, and high school students are projected to be generated by this development, and what analysis supports those estimates? Have you coordinated with AISD regarding the current capacity of the assigned schools, and can you provide any assessment of how this project would impact enrollment, class sizes, portable classrooms, or future school facility needs?
An Educational Impact Statement (EIS) will be completed by AISD prior to City Council approval of the rezoning request. We have not yet been provided with the complete report. See presentation for student numbers from nearby projects.
46. AISD has recently changed the zoning for Kiker Elementary. By addition 1,000 unit complex across the street, this would significantly add enrollment to the already overburdened elementary school. How is the City and Stratus prepared to handle the rezoning? Kiker was developed to meet the needs of the Circle C ranch neighborhood of which this property will not be a part of.
This property is part of the Circle C community. An Educational Impact Statement (EIS) will be completed by AISD prior to City Council approval of the

rezoning request. Also, see presentation for projected enrollment numbers from AISD.

47. Many local schools are at or near capacity. The AISD rezoning Capacity & Target Utilization Calculations estimates Kiker at 97%, Clayton at 85%, Bear Creek at 105%, Gorzycki at 83%, and Bowie at 91%. A development of 200+ units triggers a required Educational Impact Statement. Has that statement been completed, and will Council see it before voting? Where would the children from up to 1,000 new units actually attend school?

An Educational Impact Statement (EIS) will be completed by AISD prior to City Council approval of the rezoning request. We have not yet been provided with the complete report. Currently, students in the Tract 110 development are zoned for Kiker ES, Gorzycki MS and Bowie HS.

48. I'm confused how the Elementary yield study is applicable. The slide showed ~250 units vs. this project's planned 1,000 units. Is there more information on this study and how those numbers were determined? Did the study factor in demographics and vacancy rates?

The student enrollment figures for existing Circle C multifamily developments are from AISD and were provided during the town hall meeting as a reference for the expected enrollment ratio of the Tract 110 project based on real, current data.

Land Use/Density

49. Are there any tenants currently contracted for the retail portion of the project? If not, who are the majority of tenants in your existing sites with similar designs to this proposal?

There are no tenants contracted for the retail portion of this project. As mentioned in the meeting, if retail was included it would be small scale neighborhood retail. Stratus is amenable to removing the retail if it is the desire of the majority.

50. Would Stratus be agreeable to less density?

No, the current proposal represents a significant reduction in density over what would be allowed under current zoning. CS-MU zoning allows 44 units per acre; the proposed 1,000 units on this property represents approximately 5 units per acre.

51. Everyone is focused on the proposed housing, but what could realistically be built here if the zoning request is denied? Under the current entitlements, what uses would be economically feasible today, what would that development look like and

how would a commercial development's traffic impacts compare to the proposed residential project?

Today, the Development Agreement allows 651,000 square feet of office uses. Per the Development Agreement, these uses are outlined below. As shown in the presentation, commercial uses are anticipated to generate more traffic than the proposed residential use, and commercial development will also require secondary access to Dahlgreen or South Bay.

Administrative and Business Offices	Business or Trade School
College & University Facilities	Commercial Off-Street Parking
Counseling Services	Cultural Services
Financial Services	Guidance Services
Hospital Services (General)	Hospital Services (Limited)
Medical Offices exceeding and not exceeding 5,000 square feet of gross floor area	Professional Office
Research Services	Software Development
Telecommunication Tower (with Zoning and Platting Commission approval)	

52. Can you clarify whether this project includes any affordable or workforce housing component? If so, how many units will be income-restricted, at what AMI levels?
- A minimum of ten percent (10%) of the residential units in each multifamily development on Tract 110 shall be designated as affordable for rental by households earning at or no more than 80% of the median family income (MFI) in the Austin Metropolitan Statistical Area (MSA).**

Site Layout/Design/Trails

53. Can the development be pushed to the east closer to Mopac and away from existing homes?
- The current conceptual plan has buildings approximately 375-400' from the single-family homes. Ultimately, buildings in the development will be set back from the Dahlgreen frontage by a minimum of 250 feet, as required by the zoning conditional overlay. Under current code that setback would be 75 feet.**
54. There is an approximately 200 foot buffer between the property being rezoned on Tract 110 and Dahlgreen, will this buffer remain as it is today keeping the native

understory vegetation and the wildflowers to cushion residents from the development? There was mention of trails on the property. Will those trails be on the property being re-zoned to keep the natural vegetative buffer between the development and the neighborhood?

Yes, this buffer will remain as it is not included in the boundary of the rezoning request. A conceptual trails plan is attached as Exhibit C for reference, and no zoning request is required for the purpose of trail development.

Entitlements and/or Permitting Process

55. If City Council approves the zoning conversion, will there still be a site planning stage?
Yes.

56. Please provide details on the starting point for the first phase of the development (north or south end of the tract). What is the timeline? Will there be a formal pause between phases to make adjustments?

We intend for the first phase of the project to be built on the southern portion of the property being rezoned (closest to the South Bay right-of-way). Buildout of the full project is estimated to take 10-15 years. It is anticipated that these phases will be designed and permitted in two (2) to three (3) phases, providing for feedback and adjustments between phases.

57. If everything passes as it all stands currently and the city passes this plan, what is the general timeline for each phase of building? How long before the units are occupied?
Following zoning approval, the project would need to go through site development permit approvals as well as building permit approvals followed by construction of each phase. The soonest units would be occupied is between 3 to 5 years. The overall project build out is anticipated to be 10 and 15 years.

58. What would it take for Stratus to postpone the city council vote from July to later in the fall?

Stratus has agreed to a postponement of the City Council public hearing from July 23 to September 10, 2026.

59. How many years of construction should nearby residents expect and what truck routes will be used?

Construction vehicles will access the development via Mopac. The project is anticipated to be split into two (2) to three (3) phases.

60. Of the traffic improvements, affordability commitments, open space preservation, and other community benefits being discussed tonight, which will be enforceable

conditions attached to the zoning approval? (Meaning, what can be discussed tonight but changed later?).

The affordable housing commitment has been memorialized in a private restrictive covenant with HomeBase. Proposed open space is protected today and will remain so per the Development Agreement: development (impervious cover) is limited to 16.38 acres (8.6%) and the remaining 174.56 acres of Tract 110 will be left in its natural state.

61. If Council approves the rezoning and the 4th Amendment, and Stratus then sells, is the City negotiating these concessions with a seller who will never build here? Who holds the buyer accountable to any conditions, caps, or commitments made tonight or at Council — and are those conditions recorded as restrictive covenants that bind future owners, or just attached to Stratus?

All entitlements and restrictions, including the private restrictive covenant, development agreement and zoning run with the land and any project will be subject to these restrictions.

62. The 4th Amendment to the 2002 Circle C development agreement is being processed alongside this rezoning, but it was not public at the May 5 ZAP hearing. Will the executed amendment be posted publicly before any City Council vote — and will Council be asked to vote on the rezoning before the community has seen the amendment that actually changes the multifamily restriction?

The rezoning request and development agreement amendment will be posted and reviewed on the same City Council agenda.

Developer

63. Has Stratus requested or will they be requesting any tax incentives for this project?

No tax incentives have been or are anticipated to be requested for this project.

64. What would the asking price be if another entity wanted to purchase the property for different development than mixed use retail/1000 multifamily units?

If interested in making an offer to purchase the property, we suggest engaging a broker for an opinion of value.

65. How does Stratus's liquidation affect Tract 110? The March 24, 2026 plan of dissolution lists Tract 110 among assets to be sold, and CEO William Armstrong said these assets will be sold "as soon as important value-enhancing entitlement... milestones are achieved." So is this rezoning being pursued to raise the sale price rather than to build anything Stratus itself intends to operate? If the land sells, what entitlements transfer to the buyer, and what — if anything — would a new owner have to re-evaluate or re-apply for?

This rezoning and development agreement amendment began well in advance of Stratus liquidation. Any future owner will be required to comply with all the applicable site development regulations, Development Agreement, zoning ordinance and all conditions that run with the land.

66. Sounds like the Stratus folks are open to us calling them directly - please provide the names and phone numbers of those from Stratus so we can follow up with them after the meeting.

You may reach out to Amanda Swor at Drenner Group, (512) 807-2904 and/or aswor@drennergroupp.com.

Exhibit A:

Dahlgreen Ave. Conceptual Driveway

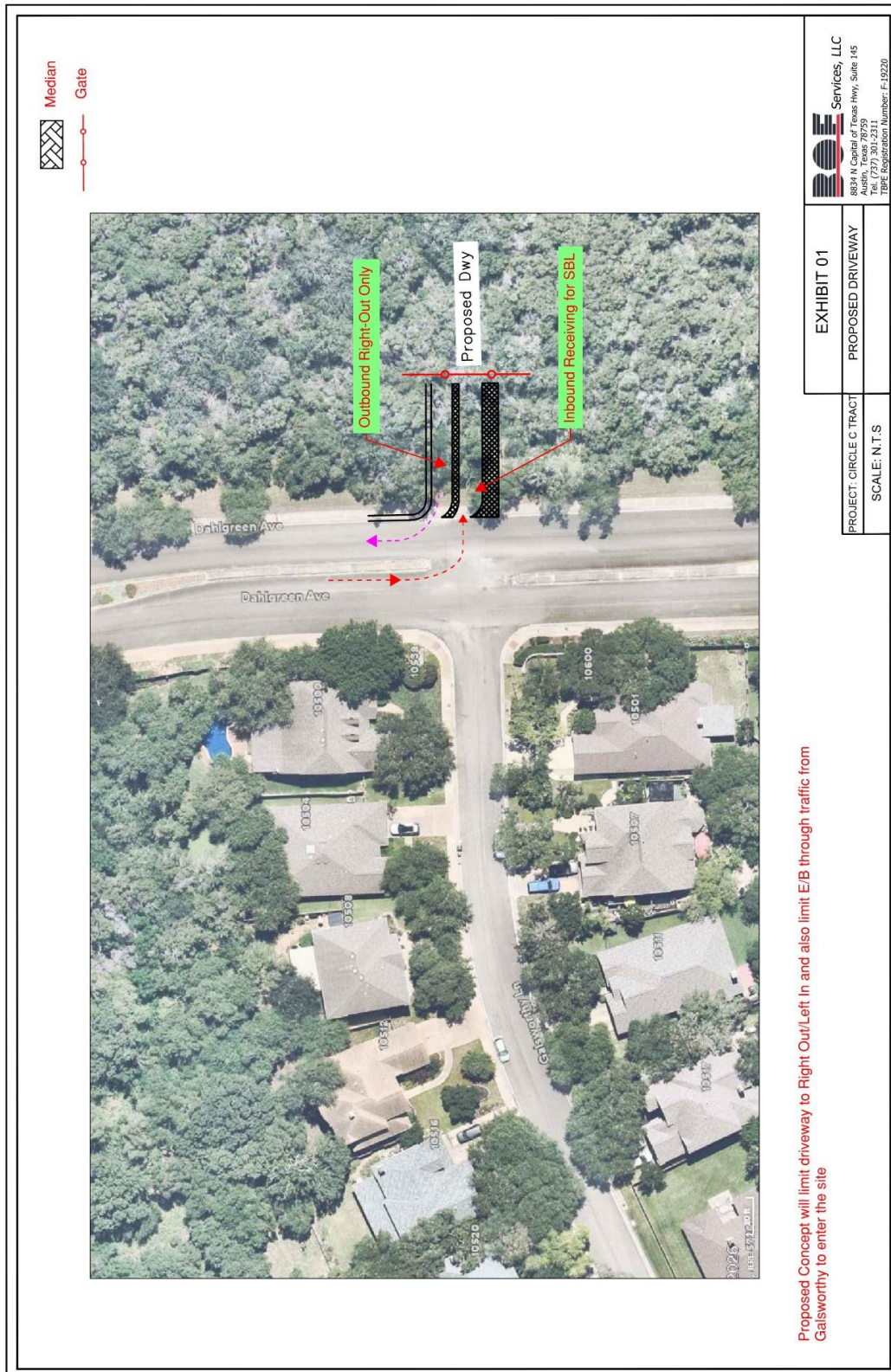
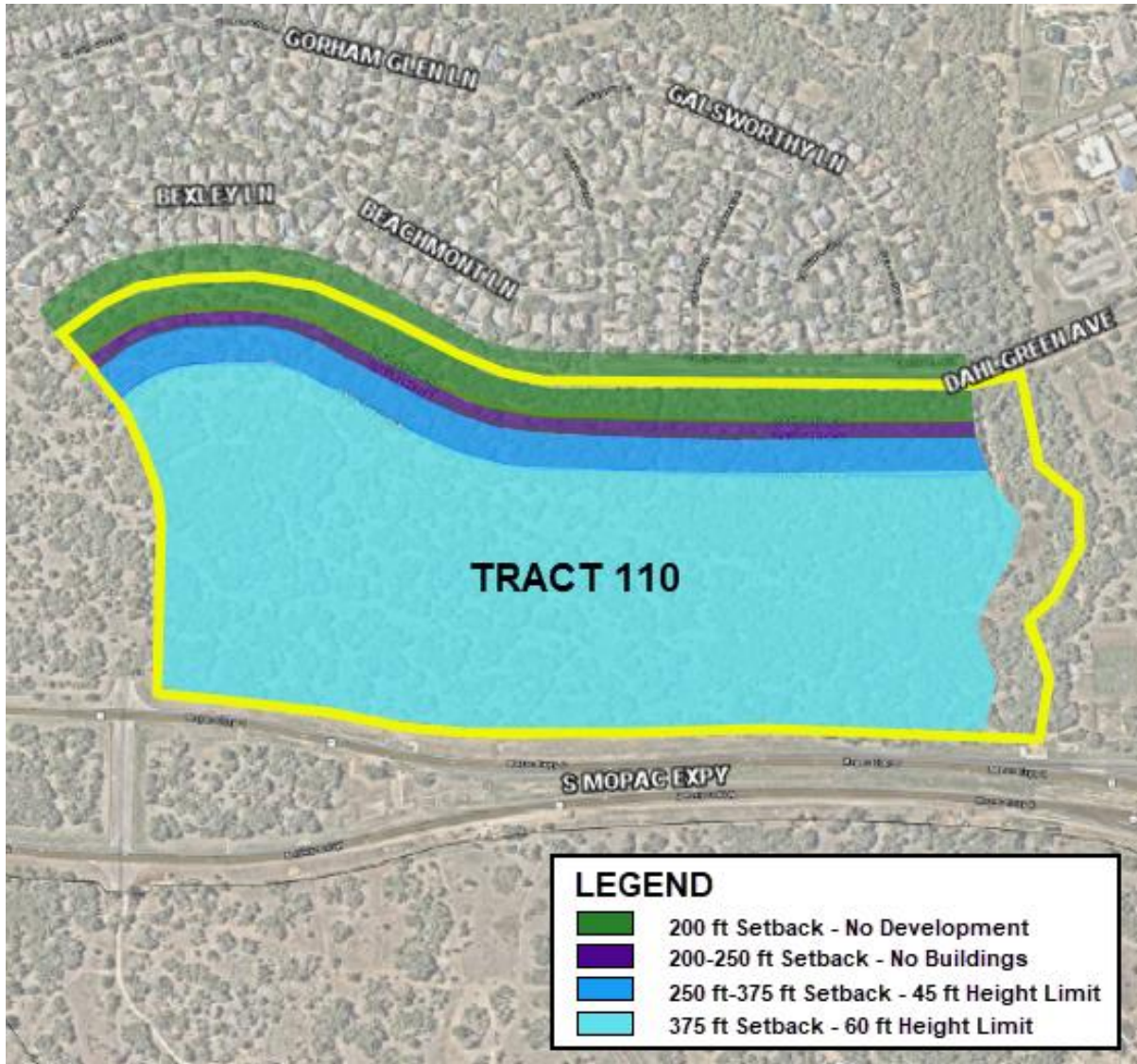


Exhibit B:
Zoning Setbacks Exhibit



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